

FLORIDA

Highways

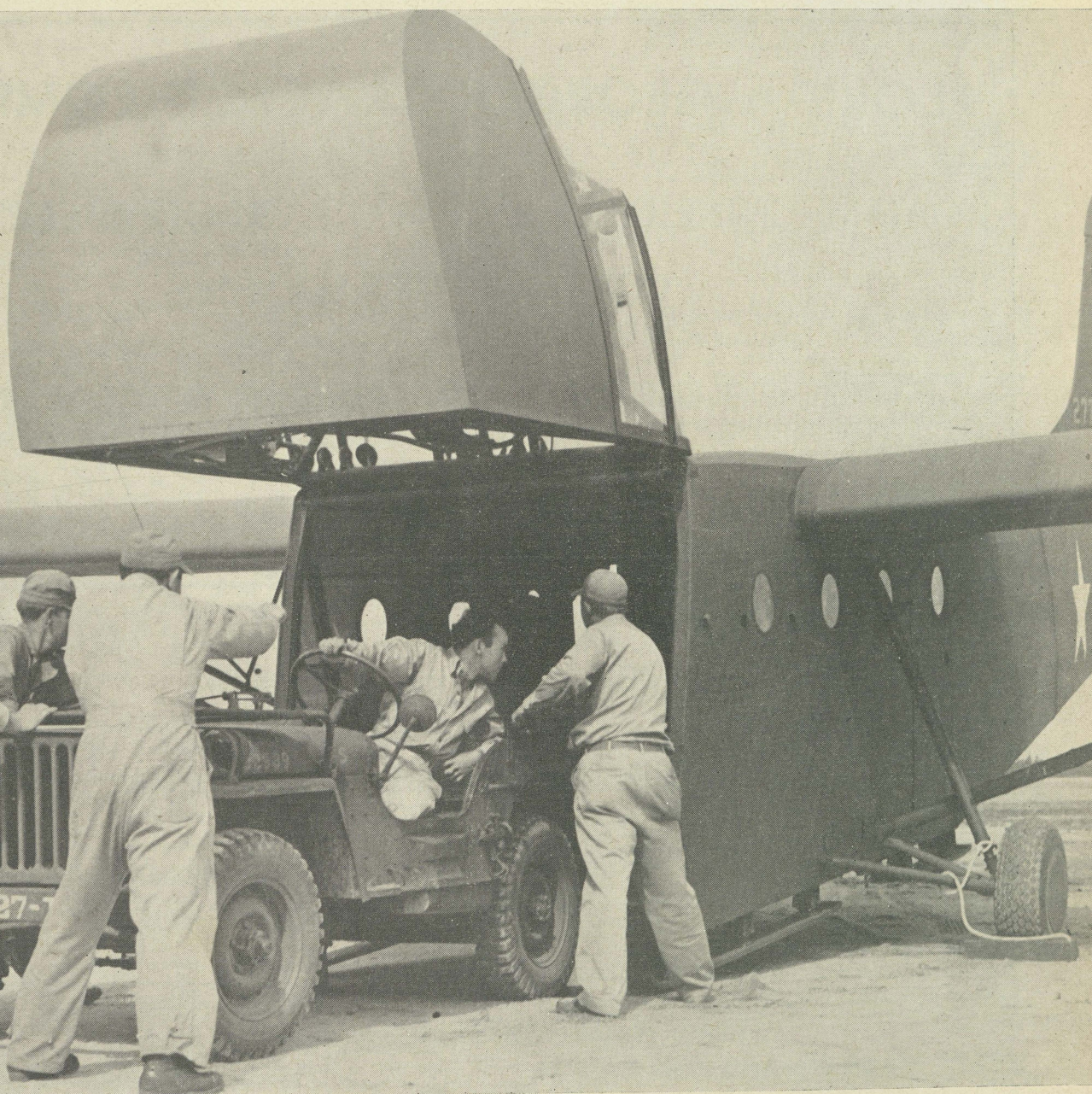


Publication of

State Road Department---Highway Patrol---County Commissions

VOLUME 11
NUMBER 7

JUNE 1943



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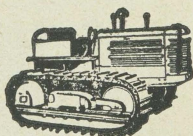
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FLORIDA

Transactions of Meeting of Florida State Road Department

HELD IN TALLAHASSEE JUNE 7

The State Road Department of Florida met in regular session at Tallahassee on June 7, 1943, with the following attendance:

Thomas A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; W. A. Kratzert, Maintenance Engineer; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery,

P. L. Hoskins, Division Engineers; T. M. Shackelford, Jr., Attorney; R. J. Waterston, Jr., Auditor.

APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Stockton, the minutes of the meeting held on April 29 were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertise-

ment, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects, and the furnishing of certain materials as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

CONSTRUCTION

Bids received April 29	Road
Project	
WO's 0612, 0203, 0303 & Proj. 5338.....	27
5471	500
5909-5910	23
WO 0454 & 0354	500
WO 0176 & 0276	14
WO 0329 & 0429	5-A
DA-WR-13(1)	561
DA-WR-14(1)	565
DA-NR-15(1)	21

County
Lee - Collier
Levy
Hillsborough
Jefferson
Putnam
Columbia
Levy
Osceola
Volusia

Contractor	Amount
R. B. Stewart	\$75,926.05
W. L. Cobb Constr. Co.	29,824.00
W. L. Cobb Constr. Co.	32,154.01
M. J. Carroll Contr. Co.	22,056.98
M. J. Carroll Contr. Co.	49,388.09
M. J. Carroll Contr. Co.	30,034.20
Rose & Horne	37,730.79
W. H. Armston Co., Inc.	29,997.35
Ebersbach Constr. Co.	357,851.02

MATERIALS

Bids received April 26
WH Accts.
8431 FOB Milton
8432 Panama City
8433 Tallahassee
Bids received June 2
Proj. 5158
Rd. 79

Tr. Str. Timber
Tr. Tbr. Piling
Tr. Str. Timber
Tr. Tbr. Piling
Tr. Str. Timber
Polk Co.Concrete Pipe

Pensacola Creosoting Co.	\$9,357.87
Pensacola Creosoting Co.	2,570.25
Pensacola Creosoting Co.	1,914.96
Pensacola Creosoting Co.	1,849.60
Pensacola Creosoting Co.	4,234.12
Sherman Conc. Pipe Co.	6,204.50

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Townsend, seconded

FAGS 17-A(1)	Rd. 2 F. A.
DA-NR 11(1)	Rd. 341 Access
DA-NR 23(1) & AN-FA 196 C(1)...	Rd. 204
AW-FA 13(2) & 74-A(2)	Rd. 2 FA

by Mr. Stockton, the following supple-
Polk
Brevard
Duval
Lake-Orange

mental agreements were approved:		
Powell Bros., Inc.	\$165.00	Decrease
J. D. Manley	105.00	Decrease
Ivy H. Smith Co.	154.00	Decrease
Ivy H. Smith Co.	208.00	Decrease

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the expense accounts of the members were approved and ordered paid, as follows:

Lindsey, 4-1 to 4-30	\$19.80
Lindsey	5.45
Ward, 4-1 to 4-30	49.35
Ward	3.00
Townsend, 1-1 to 3-31	\$62.70
Townsend	15.03
Stockton, 4-28, 29, 30	16.00

CANCELLATION OF RIGHT OF WAY CONTRACT BOND VOLUSIA—RD. 21—PROJ. 251

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that Maryland Casualty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Volusia County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 6th day of January, A. D. 1940, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 21st day of December, A. D. 1939, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 251, of State Road No. 21, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said

County and this Department is in anywise impaired, modified or affected.

CANCELLATION OF CONTRACT

On motion of Mr. Ward, seconded by Mr. Stockton, the contract on Project 5155, Road 270, awarded to Belcher Oil Company under date of December 19, 1941, was cancelled, because of inability of the State Road Department to obtain materials or the necessary War Production Board priorities for same in order for the contractor to complete performance of the contract.

MATHERS BRIDGE—BREVARD COUNTY

A communication from the City of Melbourne requested the Department to give consideration to taking over Mathers Bridge, on Road 219 across Banana River in Brevard County, for State maintenance and toll-free operation.

On motion of Mr. Ward, seconded by Mr. Townsend, the Bridge Engineer was instructed to make a complete survey and appraisal of the bridge, and the Chairman authorized to negotiate with the bridge owner to obtain an offer for the sale price on this bridge.

BAY COUNTY—ROADS 10 and 10-C—PROJECT 4521—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Roads No. 10 and 10-C in Bay County located and surveyed and has designated the same as Project 4521 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County and in the office of the City Clerk of the City of Panama City.

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said City of Panama City be, and it is hereby requested and authorized, in its name, by its City Commission, to secure by gift, purchase or condemnation the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

DADE COUNTY—ROAD 563—PROJECT 4547—RIGHT OF WAY

On motion of Mr. Lindsey, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had

(Continued on page 23)

CAPITAL CHATTER . . .

IF YOUR PATTERN of highway behavior must be that of the age of the pack horse, stay on the cow trails. This was the advice of the supreme court, authored by Justice Glenn Terrell, to users of Florida highways in a decision which affirmed a Duval court ruling that a pedestrian was guilty of contributory negligence when he walked around the front of a bus from which he alighted and stepped in front of a truck.

* * *

Duval County is leading in Governor Holland's campaign for delivery of typewriters to the armed forces. That county has turned in 1,153. Hillsborough is second with 155 and Dade third with 154. The governor started the campaign by turning in three machines from the governor's office.

* * *

Employers with swollen war payrolls will pay a higher proportion of the unemployment tax to offset the post-war unemployment period, according to Chairman Boyce A. Williams of the State Industrial Commission, commenting on amendments to State laws made by the recent legislature.

* * *

Sinclair Wells, administrative assistant in the office of Commissioner of Agriculture Nathan Mayo suggests that cargo space in vessels returning from Africa might be used to bring elephants for use on Florida farms. Many of the returning ships are now coming back empty.

* * *

Officials of the State Road Department and Duval County have virtually completed arrangements whereby \$100,000 of amounts due Duval from the gasoline tax funds are to be used for the purchase of the Heckscher Drive toll road which leads from Jacksonville to Pilot Town. The road was built by August Heckscher, millionaire developer who spent a lot of money in Florida in 1925.

* * *

Sunday sales of liquor by the bottle are prohibited by the newly enacted curfew law but cities may permit bars to sell whiskey by the drink that day, according to interpretation of the law by the State Beverage Department. The law closes all package stores all day Sunday and from 8 p. m. until 7 a. m. on weekdays. Bars must be closed from midnight to 7 a. m. and all day Sunday unless operating under city ordinances allowing Sunday sales. The law also permits cities to shorten the hours which both may operate.

* * *

Population of State Road Department prison camps has dropped from the normal 1,600 to 900, according to J. H. (Ham) Dowling, chief engineer of the department, who also states that the department is hav-

ing trouble getting experienced guards who get but \$75 per month with room and board. Convict labor on highways costs \$1.35 per day while free labor, when it is obtainable costs \$5 per day. Convicts work 60 hours weekly, including the time traveling from camps to work, get 1 1-2 hours at noon and a 15-minute rest period in mid-morning and midafternoon.

* * *

Minor children of divorced parents should not be shuttled back and forth from one to the other, the supreme court says in a recent decision. "It is detrimental to the best interest of a child," says the court, "to be changed often from the discipline and teachings of one custodian to those of another."

It ordered an Orange County court to reopen a case in which a child was given into

(Continued on page 20)

THE STORY OF NAVAL STORES

Due to delay in receiving shipment of book paper, June issue of Florida Highways was forced to reduce the planned number of pages, and the second part of the feature "The Story of Naval Stores" will appear in the July number.

It will take just 10 seconds to hear this announcement from the National Safety Council. The council says that accident reports show:

One out of seven pedestrians killed in traffic had been drinking!

Remember—liquor and traffic don't mix!

Keep your temper in traffic and you may keep your life. You may "get even" with the fellow who crowded you at the intersection, but it is not worth it if you deal injury or death to yourself or some other person.

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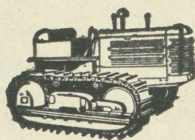
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Florida Association of County Commissioners

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JUNE 1943



6 NUMBER 7

J. E. ROBINSON Publisher
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EDITORIALS

Don't Give Up!

IF "HONEST HAROLD" Ickes is going to continue to merit that identification he will have to soon give some recognition to the appeals which have been made to him by Governor Spessard L. Holland, Chairman Thomas A. Johnson of the State Road Department, and Harold Colee, executive vice president of the State Chamber of Commerce to have Florida removed from the short-rationed gasoline zone in which he had no business placing it in the first place.

According to the latest appeal, made by Mr. Colee, gasoline is actually backing up in storage in Florida and there is no earthly reason why this State should continue to suffer because of conditions which might exist in other States in the short-rationed zone. This appeal was made to Secretary Ickes and Administrator Brown in the following telegram:

"Completion and operation of the trans-Florida pipeline, together with other improvements in the gasoline distribution system of the Southeastern States in the past four months, has so changed the supply situation as to eliminate any necessity for gasoline rationing in Florida on other than the National or rubber-conservation basis. We therefore very strongly urge that Florida be entirely removed for rationing purposes from PAW district one.

"Gasoline distribution in the State is no longer dependent upon the overworked tankcar pool. The trans-Florida pipeline and attendant barge systems are now bringing into the State considerable more gasoline than can be sold under current restrictions or moved north to supply the serious shortage States. Gasoline is accordingly backing up in storage in the State. Terminal inventories at the end of April 1943 were 61 percent higher than average inventories during 1942, 106 percent higher than the low point reached in November 1942, 68 percent higher than in December 1942. Inventories will continue to climb.

"The trans-Florida line has not yet reached capacity operation yet total receipts into the State for all purposes in April were more than twice those of December 1942. Exports from the State have jumped seven times from December to April but cannot go much higher, in the opinion of industry and government officials, because facilities for moving gasoline north are now almost fully utilized. For example, total receipts for April were more than 10 million gallons in excess of March but exports increased less than three million gallons.

"If it were possible to move any substantial part of this surplus or storage from Florida to the extreme shortage areas there would of course be no occasion to consider loosening the restrictions in Florida. However, it is not possible to do so, and we insist that these restrictions be lifted. Placing Florida on the National basis will eliminate innumerable hardships now suffered by our people, will eliminate a potentially serious black-market situation arising from the fact that the State is

now divided into two gasoline rationing zones, and will provide considerable relief to our State government in that gasoline taxes are its principal revenue sources."

It is largely because of the fact that Florida has been subjected to discriminatory treatment in this matter that citizens of the State are going to have to begin paying three cents tax on each package of cigarettes they purchase after the first of the month. If horse race tracks in the State had been permitted to operate in the State last winter, and could operate this winter, there would be no necessity for the additional tax which will replace but \$3,500,000 of the more than \$10,000,000 loss to the State in depleted gasoline revenue and race track taxes. Any protest against this new cigarette tax should be directed at the Federal gasoline rationing officials and not at members of the legislature or State officials.

The surest way of backing up the appeals of the governor, highway board chairman and State chamber officials is for private citizens to register protests with the Florida delegation in Congress. While they may not be able to get direct results, and while they cannot be held responsible for Florida being in the unfortunate position it finds itself, they can make themselves hard to get along with in other legislative matters and may be able to force an executive order which will remove the discrimination from this State.

Why not sit down, now, and write a telegram, or letter, to your Congressman and your Senator, urging him to do everything within his power to get Florida out of the short-rationed zone?

Introducing Series

FLORIDA HIGHWAYS this month begins a series of articles which will pictorially present Florida's military and naval training posts to its readers. In arranging this series of articles this magazine has received wholehearted cooperation of the public relations offices of the various military and naval establishments within the State and anything that is presented will be authentic and with the direct approval of Army and Navy officials.

The first article pertains to the Orlando Air Base and the Army Air Force School of Applied Tactics, where recently a simulated battle attracted the attention of top-drawer correspondents from throughout the country. Subsequent articles will tell the story of the Jacksonville Naval Air Station, the Pensacola Naval Air Station, MacDill Field, Dale Mabry Field, the Miami Naval Air Station, Camp Gordon Johnston, where they train the Rangers (American Commandos) and other training centers, including the induction center at Camp Blanding.

In introducing this series of articles, Florida Highways wishes to acknowledge the kind cooperation of the Army and Navy officials who made it possible. The magazine also suggests that its readers preserve copies containing the articles as the complete list will present a comprehensive story of all that is being done, here in Florida, to train our men and women for the armed forces.



FLORIDA FOURTH ESTATE

FLORIDA'S FOURTH ESTATE appears to be well satisfied with the accomplishments of the recent session of legislature, particularly with the fact that it "got by" with but one additional tax in a situation which found many existing forms of taxation bringing in depleted revenues in these wartimes.

"There are many more credits than debits on the ledger entries made by the lawmakers," says the Ocala Star. "No legislature ever measures up to the expectations of the electorate, and many of them are great disappointments to the taxpayers. While the 1943 session does not measure too high, there are fewer disappointments than is usually the case.

"... In general, the legislature approved Governor Holland's program, which included a studied financial plan, a whole list of health laws designed to combat unusual conditions because of the war, and some revisions in the 1941 tax laws which have been operating so successfully.

"... There were only a few embarrassing incidents during the session, and no heated controversies to put tempers on an edge and clog up legislative machinery. So, on a whole, the 1943 legislature will go down in the books as fair to middling, with not too many disappointments for the State and its people."

Under the heading "Holland Escapes A Hoodoo," the Tampa Tribune says that the governor smashed a gubernatorial precedent in not running into "lots of trouble" with his second session.

"He points with pride to the cooperative and harmonious attitude of the 1943 legislature—the customarily 'fatal second'—in enacting 'practically all the program I suggested,' says the Tribune. We don't recall another governor in years who could say that.

"It should also be said that this legislature was exceptionally free of suspicion or charge of official graft and professional lobbying," offensively manifest in many former sessions, was kept within respectable bounds.

"Reading the papers after adjournment," says the Fort Myers News-Press, "most members of the legislature probably will be surprised to learn that they didn't do so bad after all. After voting for many tax bills and increased appropriations, to say nothing of other follies, pro and con, they had reason to fear that they were going home with an evil reputation. However, either through ineptitude or a rather mediocre membership or because of clever paliametary manipulations by the few experienced leaders, a lot of taxes and appropriations got hung up in the course of passage. This has left the session with a pretty good record although with not much to brag about except that it didn't go haywire as it frequently seemed on the verge of doing ...

"All in all it can be said that the legis-

lature did about as well as could be expected and a whole lot better than seemed probable when it was scaring people by voting lavishly for taxes and appropriations a week or so ago."

After declaring that the governor is happy over the list of things done by the legislature, the Lakeland Ledger says "the final note was one of cordiality.

"Under the leadership of one of the ablest chief executives Florida has ever had, the legislators had taken due notice of the seriousness of the times and applied themselves with exceptional assiduity."

"While it has been almost a practice with previous sessions to spend the first six weeks in haggling, the last two in frenzied attempts to get something done, with practically everything worthwhile put off until the last minute, when it became necessary to stop the clocks and hold the boys in session for at least another 24 hours," says the Sanford Herald, "this legislature did what it was supposed to do without any haste or confusion whatever ...

"You can't judge any legislature by what it did or did not do with respect to one particular matter. It must be gauged in the light of its enactments as a whole and by comparison with previous legislatures. Measured in this way it seems to us that this has been one of the best sessions Florida ever had."

"On the whole this legislature has been a conservative and a constructive one, cooperating splendidly with the governor in his sane program of government," says the Melbourne Times.

"It probably could have done more to relieve the tax burdens of the people by curtailing and eliminating some of the State's numerous and, in many cases, unnecessary boards and commissions but once such boards are created they seldom are abolished and it is not expected that this year's legislature would be much different from others in this respect.

"The harmony manifested in this legislature reflects much credit to Governor Holland, whose leadership in Tallahassee during his term has earned for him the respect and admiration of all Florida."

"... The over-all picture of the 1943 session of the legislature will compare rather well with predecessors for balanced judgment, ability and character," says the Panama City News-Herald. "To this rating the presiding officers have contributed no little part.

"Nor should the influence of Governor Holland be underestimated in this connection. Unassuming was this influence, yet it never left the halls of the legislature. The governor stood high with the legislature, and it was bound to reflect in some degree his own steadiness, his customary good judgment, and his high standards for public service."

"On the whole," says the Okaloosa News-Journal, "the 1943 legislature has been one of the most harmonious ever, especially so considering the fact that it was the second session under the same governor. This is unprecedented.

"It has been a quiet session, a working session, a session during which much was accomplished; one which has meant much to Florida and particularly in the health field with our own Representative Brackin at the head of the House committee on health; one during which more taxes proved an absolute necessity and one during which leading and important discussions and laws were disposed of with a minimum of opposition.

"The second Holland legislature which leaves the governor as popular as ever proves only that when a good and conscientious governor is at the helm of State that even lawmakers will work with him ..."

"... At the close the legislators had levied only one tax, that on cigarettes, had reduced appropriations about one million dollars and had reduced their own expenses a considerable amount," says the Pensacola News.

"In adopting the cigarette tax, the legislators replaced funds lost by the stopping of racing and carried out Governor Holland's recommendation in that regard. Though many other taxes were proposed, they were defeated. In fact, the governor's program, with one exception, was enacted and this is considered a remarkable record for any governor at his second session. Usually by that time disgruntled factions are ready to scuttle his program. Holland, however, through his statesmanlike administration, retained the admiration and confidence of the legislators.

"... Upon the whole, the session was efficient and conservative, qualities to be desired at this time when Federal war taxes are of paramount importance."

"Although the influence of officeholders throughout the State on it was marked and prevented enactment of a number of progressive measures, the legislature did a pretty good job when its accomplishments are compared to those of a majority of its predecessors," says the Tampa Times.

"It defeated all new major tax proposals ... beat down efforts to make the 1941 Holland tax laws less effective. In fact, some believe that these important statutes have been strengthened regarding their basic phase—100 percent assessments."

The session "left the State at large with a feeling that the session had been one of the most sound and constructive in years," says the Ocala Banner. "While it is too early to analyze the effects of all the bills passed, there is a feeling of satisfaction among a majority of citizens ... The 1943 session is now history."



This is headquarters at the Orlando Airbase, part of the Army Air Forces School of Applied Tactics. It isn't elaborate, but located beneath the shade of palms, it is practical. From here go out orders covering approximately 18 different bases scattered over more than 8,000 miles in central Florida.

Vets Teach Youngsters 'Know How'.

THE ARMY AIR Forces School of Applied Tactics is more than an airbase and a couple of posts at Orlando. This postgraduate of all Air Forces schools is composed of approximately 18 different bases scattered over more than 8,000 miles in central Florida.

Here, the battles which are soon to be fought on one of our foreign fronts are being planned today by war-toughened veterans of this war—men who have had action in combat.

Students at the school are the most outstanding men of the Air Forces—men and officers who have already been graduated from technical schools or advanced flying schools. They come to AAFSAT for the latest and final information available before they go to put their training to use.

On arrival at the School of Applied Tactics, which is also a center

for tactical research and development as well as a complete air force, the

On this and following pages are shown official Army Air Forces photos of the Army Air Forces School of Applied Tactics, Orlando, together with a short descriptive article authorized by 2d. Lt. Harry E. Hammer, of the office of public relations.

The AAFSAT is the place where actual conditions of combat are simulated and students are always subject to alerts just as if they were in combat zones. They live and act roles of members of the armed forces on our foreign fronts under the watchful eyes of veterans who have been there and know what to do. When a man or woman leaves the Orlando AAFSAT, he or she knows what to do and when to do it.

This is the first of a series of articles Florida Highways has arranged to pictorially present training activities of the Army and Navy in Florida.

student is sent to one of our four departments at AAFSAT which will instruct him farther in the specialty in the Air Forces which he has already studied.

A cadre comes to the school. It is a unit complete from the commanding officer down to the last private—it includes radio men, pilots, mechanics, navigators, bombardiers, supply men and all the other men necessary to make a group go.

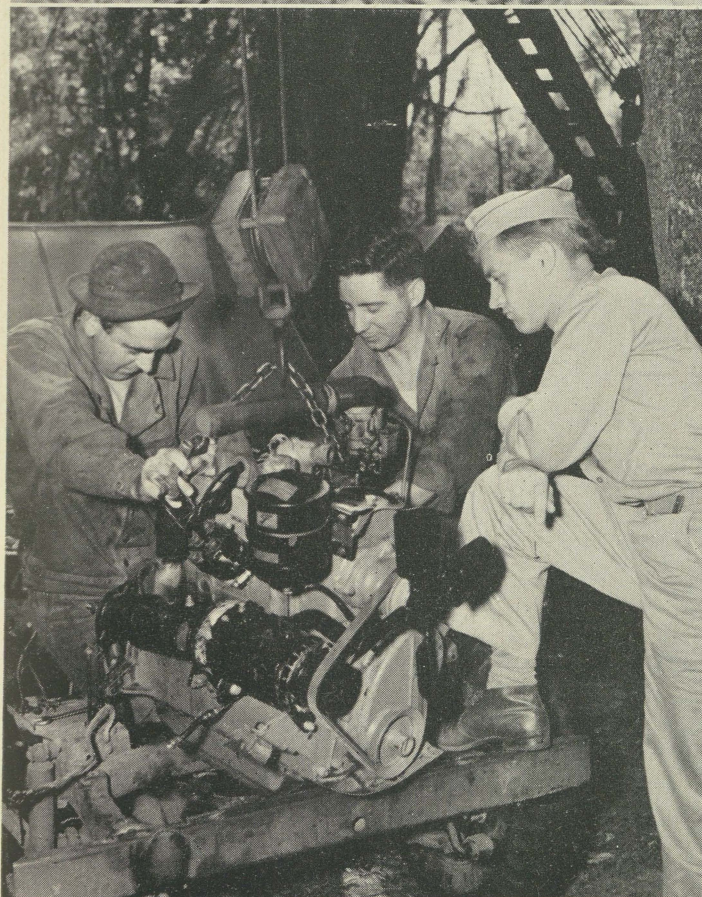
Academic work is divided into four departments—bombardment, air support, air service and air defense.

In bombardment, pilots and bombardiers are given the latest instruction in the use of B-24s and 17s. And when he has completed classwork, he goes to a bomber base somewhere in Florida and takes part in actual bombing raids where real bombs are dropped on targets.

In the air service department, all
(Continued on page 16)



WAACS are a part of the Army Air Forces School of Applied Tactics in Orlando. Here, they replace many men who can go to combat zones. WAACS numbered 60,000 in June, and demands from the field total more than 600,000.



Heavy bulldozers (top) rip at the earth as tough engineer troops level Florida wasteland to build an airport. These tractors work 18 hours a day. Equipment is out of use only from about 2:30 until 7 a. m. Below (left) students learn to fix engines under a tree. Below (right) a warning has sounded for "enemy" planes approaching.



Religion is a part of life at the Army Air Forces School of Applied Tactics. Here (above) is one of the chapels beneath the palms. If there isn't a chapel, the chaplains go to the men, as they do in combat zones, and (below) at an engineers' base near Bushnell, part of the AAFSAT, the men take time off their jobs of building an emergency mat landing field to attend Sunday services beneath the trees.



Above (left) mechanics learn how to handle attack planes as well as heavy bombers at the AAFSAT under all sorts of conditions. Above (right) paratroopers dive from great heights into lakes while they wear full packs and a parachute. Below, use of the barrage balloon, so useful in defense of England, is taught.

repairs and all supplies of the Air Forces are taken care of. Mobile units repair shoes, patch and sew clothing, bake bread, serve meals, wash laundry and repair airplanes. Every item of Air Force supply from the smallest bolt to the largest bomber engine, all food and clothing as well and housing and transportation comes through air service.

From the air support department comes the air-ground cooperation that was so disastrous to the Axis on the Tunisian front—which will be fatal to the enemy on any front.

Air support teaches the use of the long arm which reaches out beyond the farthest range of artillery to soften up enemy lines and destroy supplies and communications far behind his lines.

Air defense is the active stage of attack fighting where fighter pilots and night fighters practice tactics which will wipe enemy planes out of the sky.

In addition to training hundreds

of pilots in the latest in combat tactics, the department also maintains a complete aircraft warning system for the AAFSAT theater which includes high frequency, radio warning devices which detect the presence of any enemy plane within a thousand miles. Filter boards show the progress of all planes within a thousand miles of the AAFSAT area.

Interception of the enemy is the keynote of the defense department.

But AAFSAT is far more than a school. Instructors are veterans of the present war who have met Japs over New Caledonia, tried to repulse them at Corregidor, chased Nazis in Tunisia and struck at them over the English Channel.

These men are busy working out new ways to hasten the end of the war. They tell the men of AAFSAT what to expect in combat and exactly how to meet the enemy. They are getting the "finishing touches." They are at the first real air school of the war.

After instruction in the classrooms of Orlando, the men go to the field—they are sent to one of the more than 18 posts scattered among the palmettos and forests of north central Florida.

Here, they work under actual combat conditions. They are constantly alerted in camouflaged camps. They go into the air to meet enemy air raiders—are strafed and gassed by enemy planes.

At another post, the men climb into bombers to go on bombing missions where they drop real bombs in precision bombing practice.

But AAFSAT doesn't call the job finished with this. Each department has its own testing and research department under the direction of the director of tactical research. By these men, tactical use of Air Forces equipment is determined and new tactics are devised on a moment's notice to overcome anything the enemy might develop.

Review of 1943 Legislative Session . .

BREAKING A PRECEDENT of many past administrations in which governors were in full control of their first, or "honeymoon," session of legislature but unable to manifest their leadership in the second session, Governor Holland this month sent legislators home smiling and happy with at least \$1,000,000 saved in appropriations for the next two years, a substantial savings (about \$150,000) in legislative operating costs, and with but one new tax necessitated by the failure of existing levies due to wartime conditions.

Since the legislature closed the governor has vetoed acts which would have increased the burdens of Florida taxpayers or created legal tangles which would have neutralized their benefits. Among these vetoed acts were the proposed \$2,280,000 annual salary raise to public school teachers for which the legislature failed to provide revenue and the \$357,000 annual old age pension rider to the general appropriations bill which the governor held unconstitutional in that it provided reductions in salaries appropriated to pay officers and employes to create a fund for other purposes, thus constituting the levy of an income tax deductible at its source.

For the first time within the memory of old attaches and members, the 1943 session closed its work 12 hours ahead of the constitutional time limit of 60 days, adjourning sine die at noon June 4. The biennial appropriations bill (\$20,827,000) usually last on the list, had been adopted the day before.

"Fiscally you have left us in fine shape," Governor Holland told committees which reported to him that the legislative work had been consummated. "With the measures you have enacted, the State can operate soundly for the next two years. I appreciate your cooperative and harmonious attitude, and especially the fact that you have enacted practically all of the program I suggested."

The Holland program, calling for the enactment of a single new tax, a levy of three cents a pack on cigarettes to raise \$3,500,000, lost through wartime restrictions on horse racing within the State, and proposals to revise tax laws was enacted, but two of his major recommendations—school millage limitations and salt water fishing regulation—did not reach a vote.

While the legislature upped the tax on wine to raise an estimated \$300,000 for aid to dependent children, it declined many other proposals for increased taxation. These proposals included taxes on sales, transactions, payrolls, pool table gambling, soft drinks, amusements, legalization and taxing of slot machines and punchboards, increased tax on beer and insurance premiums. All of these proposals were outside Governor Holland's program and met with little success in either house.

Measures which met with the disapproval of the governor and receiving his veto in the days immediately following adjournment of the session also included legislative acts limiting the State Welfare Board to 8 percent operating costs; allowing recipients

of old age assistance to accept employment as agricultural workers and continue to receive their assistance checks; amending the State law regulating and licensing use of copyright music for public performances; increasing the legal size limit for taking sponges; and a measure which would have greatly increased work and personnel of the comptroller's office.

In vetoing the teachers' salary increase, Governor Holland pointed to the fact that not many years ago the State "was unable to make good on a similar, though smaller, appropriation for the teachers, and all school-minded people will recall the great damage sustained by the schools at that time.

"Many counties budgeted their share of the appropriation, relied upon receiving it, and then went heavily into debt when the State could not meet the appropriation."

The legislature received and considered more than 1,700 bills, passing one-third of them. Senator Sheldon, Tampa, introduced the most bills, 110. Rep. Wisehart, Dade, introduced 77; Senator Mathews, Duval, 60; Rep. Clements, Pinellas, 44; Rep. Carlton, Duval, 42. Between the houses the Senate received 751 bills and the House, 1,048.

Among measures placed on the law books by the 1943 session were:

State regulation of labor unions; proposed constitutional amendment outlawing the closed shop but preserving right of collective bargaining;

"Emancipation of married women," in-

(Continued on page 20)

FLORIDIANS OUT FOR VICTORY . . .

MAJOR CLARENCE L. TINKER, Jr., Tampa, son of Maj. Gen. Tinker who lost his life in the battle of Midway, has been reported missing in North Africa.

* * *

"Without orders he manned and operated a communications switchboard for 12 consecutive hours with skill and efficiency and complete disregard for his own fatigue."

This is what Admiral W. F. Halsey, commander in the South Pacific area, said of Corp. Oliver W. Bailey, Jr., 22, of Trenton, when he cited him for devotion to duty with the Marines on Guadalcanal.

* * *

Col. Ellis F. Altman, Palm Beach, now commanding a negro regiment in Northeast India, claims for his command a high rating from a scholastic viewpoint. Of 2,000 members, 483 have some degree of college training. All officers of the regiment, which is a quartermaster outfit, are white with the exception of the chaplain.

* * *

Pvt. Dell C. Drawdry, Miami, has been awarded the Distinguished Flying Cross for "extraordinary achievement" in a transport plane crew in New Guinea.

* * *

Sergt. Arthur Scifres, Jr., West Palm Beach, who was a member of the crew of a plane which bombed Rabaul and then fought off Jap Zeros for 30 minutes, downing three, has been decorated with oak leaf clusters.

* * *

Major Fletcher L. Brown, Jr., Jacksonville Beach, and Captain Daniel Iverson, Jr., Miami, were among Florida Marine fliers decorated for their part in engagements with Japs in the Solomons. Major Fletcher led scout bombers on a mission which sank three enemy destroyers. Captain Iverson attacked an enemy light cruiser and four destroyers, sinking three destroyers.

* * *

The Army Air Medal posthumously awarded to Capt. Richard H. Wells, Apopka, was presented to his parents, Mr. and Mrs. Chas. E. Wells by Major W. F. Lewis, 3d Air Force, Tampa. The citation read "for skillful airmanship and great courage during a mass movement of single-seater airplanes over an extremely hazardous, newly established air route under very uncertain weather conditions." Capt. Wells crashed last January while on duty in Western Europe.

* * *

Major Edward R. Goss, Tampa, and Lieut. Col. John R. Alison, Gainesville, fighter pilots with the 15th. U. S. Air Force in China, have been credited respectively, with six and five enemy planes.

Lieut. Jack G. Thompson, Fort Pierce, navigator of a Fortress attacking Rabaul, reports a new type of anti-aircraft fire in the Jap defense of that port.

* * *

Staff Sergt. William Smith, DeLand, has been awarded a Distinguished Flying Cross for action in flying ammunition, supplies and troops to forward fighting areas in the Southwest Pacific.

* * *

Lieut Comdr. Dudley W. (Mush) Morton, Miami, commander of the submarine Wahoo, sank 13 Japanese ships in 13 weeks and received the Navy Cross, the Silver Star and the Distinguished Service Cross, the latter awarded in the name of Gen. Douglas McArthur for wiping out a four-ship Japanese convey.

* * *

Maj. Gen. Eugene M. Landrum, Pensacola, was in command of the troops at Attu. In a recent interview he declared that the surest way to end this war is to kill Japs.

* * *

Capt. Zina Carter, St. Petersburg, has been awarded a Silver Star "somewhere in Australia."

* * *

"For extraordinary fidelity and exceptionally meritorious conduct in the performance of outstanding service in the delivery of four railroad trains (in Hawaiian department) of high explosives to their proper destination." First Sergeant Harry E. Ward, Delray Beach, has been cited for award of the Legion of Merit.

* * *

Lieut. Dale M. Leslie, USMC, Madison, parachuted to safety behind the Jap lines on Guadalcanal after bailing out of his burning dive bomber. He lived on coconuts and lemons for more than a month, was within inches of capture by the Japs on several occasions, before making his way back to the American side. He lost 40 pounds.

* * *

Sergt. William K. Ozaki, Japanese-American of Eau Gallie now stationed at a fighter base in India, is reported by the Associated Press as griping because he has not yet had a chance at the Japs. He wants to be the first American soldier to set foot on Japanese soil.

* * *

Pvts. Milledge L. Bartley, Walnut Hill; Thomas E. Phillips, Lithia; and Charles A. Youmans, Jacksonville, are among Floridians held prisoner of war by Japan.

* * *

Lieut. Col. Williard V. King, Orlando, is one of a group of American medical officers working to eradicate malaria in New Guinea.

Lieut. Earle Millichamp, Lake Wales, who was shot out of the Tunisian skies and later depth-bombed up from an Italian submarine on which he was imprisoned and picked up by an American destroyer, is back in Miami training to become a fighter pilot. He had made 30 missions on a Fortress before being downed.

* * *

Pfc. George J. Hines, Daytona Beach, taken prisoner by the Japs on the fall of Bataan, has succumbed in a Japanese prison, according to War Department advices.

* * *

W. W. Nichols, Jr., Panama City, is about ready to return to sea after a rest at his home following 43 days in a lifeboat after being torpedoed by a German submarine in the South Atlantic. He was a messman aboard a Liberty ship. He and 25 others lived largely on raw flying fish until picked up.

* * *

Mrs. E. Q. Martin, Miami, has been given the Air Medal posthumously awarded to her son, Lieut. Estell Q. Martin, Jr., who made five bomber combat missions over Europe before being brought down.

* * *

A Republic fighter plane "City of Winter Haven, Florida," has been placed in service. It was purchased with bonds sold in the Florida city last November 28 and is the second plane to be purchased and named for a Florida city. The other is "The Sunshine City," purchased by citizens of St. Petersburg.

* * *

Capt. Hamilton S. Owen, Sanford, has been wounded in action in the Pacific area.

* * *

Seaman Audrey Pearl Roberts, WAVE, who "bopped" a man who tried to crash a gate at the Naval Training Station for Women's Reserves in New York, is from Jacksonville. She was cited for meritorious service by the school's commander.

* * *

Lieut. Maurice (ACE) Langberg, Sewalls Point, Spitfire pilot, is again reported missing. The Floridian in one 24-hour period last March shot down a Stuka, was himself shot down, was captured and then escaped in the North African area.

* * *

Lieut. Jesse H. Elliott, Tallahassee, who flew on 18 of the 19 missions of "The Dutchess," flying Fortress over occupied Europe, has been awarded the Distinguished Flying Cross, Air Medal, three Oak Leaf Clusters to the Air Medal and the Purple Heart.

* * *

Sergt. Arthur Batson, Avon Park, was a member of the crew of the Liberator Bomber "Flying Cock," which survived 600 flak and shell holes in one raid over Tripoli and returned 800 miles to its base.

* * *

Leonard F. Chapman, Jr., son of the superintendent of the State Prison Farm at Raiford, has been promoted from major to lieutenant colonel in the Marines.

Public Works Planning For Peace . .

Major General Philip B. Fleming

Administrator Federal Works Agency

WE ARE ENGAGED in a desperate war to preserve our National existence, our way of life and our standards of living. But a mere military victory over Hitler and Japan will not be sufficient. Democracy must win the peace as well as the war. To win the peace requires planning to meet the situation as of the prospective armistice. It may come suddenly and find us unprepared as in 1918. I am not attempting to prophesy when it will come. I say only that it will come and that now is not too soon to begin planning for it. Adequate planning will be an aid to our soldiers and sailors, whose victory will not be sufficient solace if they return to a country in the throes of post-war depression and to a vain search for the means of livelihood in competition with millions of workers whose employment in war industries will have ceased.

Measures to continue full employment for war workers and to provide it for discharged veterans must be devised and so fully developed before the armistice as to be then promptly placed in effect. This is a difficult task but it can and must be accomplished.

A great program of public works, Federal and local, formulated under Federal leadership, is one of the major means available to maintain our National income, provide full employment and absorb the products of industry. Such a program is also indispensable to provide public works needed for the development of the Nation.

An adequate program cannot be improvised. It should be formulated long in advance so that it can be submitted to the president and congress to be coordinated with other devices to facilitate the Nation's conversion from war to peace in an over-all plan to sustain and develop the Nation.

The war has brought about basic changes in our economy. Industries have been established in new localities. Migrations of workers have followed them. Our manufacturing plant capacity has been substantially increased, facilities for air transportation have been multiplied many fold. A program for public works must take account of these changes and their effects.

Our system is founded on private enterprise. The directors of business, upon whom we primarily depend for the satisfaction of most of our material needs, must know long in advance the plans of government for post-war reconstruction in order that their own plans may conform. The program of public works to be adopted is one of the bases of business planning.

Our States and cities and other local public agencies are responsible for public works locally needed. Planning and programming them must precede their construction. The works to be provided by the Nation and the nature and degree of aid which the Na-

tion intends to provide for local agencies must be known to them in advance.

Congress also must be informed of the recommendations of the Federal agencies responsible for the preparation of six-year programs of public works so that it may review these programs in the light of its knowledge of the Nation's needs and determine how and to what extent the Nation will finance accomplishment. Such legislation will require estimates of the cost of projects. Such estimates must be based on plans and specifications for each project, Federal or local, included in the comprehensive program.

Neglect to plan and program in due season, procrastination until we are in the midst of a crisis, wastes immense sums and causes cruel sacrifices of human values. This is clearly apparent from our experience of the 30s when depression and vast unemployment were upon us.

In 1933 congress and the president set up the Federal Emergency Administration of Public Works, soon dubbed PWA, and gave it three billion dollars to provide employment quickly. PWA was directed to prepare a comprehensive program of public works to include Federal and non-Federal projects to furnish the employment. The directions of the act thus were in conflict since it was impossible both to program public works and to provide employment quickly. The necessary organization did not exist and had to be assembled. Non-Federal projects for its processing were lacking and had to be selected, developed and authorized by local legislation. Even Federal projects

ready for construction were few. It was not possible in the circumstances to prepare a program—that is, to schedule projects in proper relation to the resources in labor and materials and to their importance to the Nation and of the locality of the site. The test of acceptance by PWA necessarily became the degree of readiness of projects for advertisement and contract. Few were ready or could be made ready. Eighteen months elapsed before 100,000 of the 10,000,000 or more unemployed could be put to work on PWA projects. What happened? To keep men and women from starving the president in November 1933 set up a force account agency, the Civil Works Administration, and allotted to it \$400,000,000 of PWA money to provide employment on such projects as could be quickly improvised. In four months CWA had spent its allotment. It sustained 4,000,000 of our people for that period, but few public works of permanent value resulted.

This \$400,000,000 was only a small part of the price paid by the American people for a lesson in the economy of advance planning. By June 30, 1941 more than eleven billion additional dollars had been expended for work relief under Emergency Relief Appropriation Acts. Of this sum, sponsors contributed about 20 percent. Many thousands of miles of roads and thousands of useful and needed structures were provided by the millions of WPA workers who were sustained by this expenditure. I regard the WPA programs as examples of the American genius for improvisation in an emergency—but emergency is only another name for neglect of foresight and timely planning. Who will deny that if a program of public works to cost half our ultimate expenditures for

(Continued on page 21)

Florida should be interested in this article, especially released to Florida Highways, by the head of the Federal agency responsible for public works and cooperation between the Federal and State governments in making such work possible. The people of the State also should be interested in his recommendations that projects be planned NOW for the reconstruction period following the war, and in the fact that the Florida State Road Department, the State Planning Board and other State agencies are at the present time working out public works projects which can be carried out after Victory has been won.

Most of us remember what happened in 1933 when \$400,000,000 was spent on projects—weed cutting, ditch digging, etc., to keep people from starving because there were no plans for public works. There is nothing left to show for that \$400,000,000. After millions of dollars were wasted, but for the fact that they fed starving people, planned programs began to make their appearance.

After this war, there will be plans ready and waiting. Shortly after the signing of the peace projects may be advertised and men really put to work on public works which will be of real value to our citizens and millions will be saved in dole money. Federal and State agencies are preparing for this time. Municipal and county authorities should lay their plans, now, to cooperate.

With County Commissioners

COLLIER COUNTY'S 1942 tax roll amounting to approximately \$100,000 has been collected 100 percent, no lands have reverted to the State and all liens of the old Everglades drainage district have been paid under terms of the 1941 act providing for clearing acreage of these taxes, according to a recent statement of Tax Collector C. H. Collier.

* * *

Appropriations have been made by the Alachua County board for alterations and improvements in the operating room of the Alachua County hospital. The board named the Phifer State Bank and the First National Bank as official depositories for county funds.

* * *

Members of the Dade County board have gone on record against the permanent closing of Red Road which has been closed to civilian traffic through condemnation proceedings of military authorities.

The board is agreeable to the closing of the road for the duration and six months thereafter, but wants it understood that it wants it returned to the county afterward.

* * *

DeSoto County commissioners have hired their own clerk under a special act passed by the 1943 legislature. She is Mrs. Margaret McAnly who will act as secretary and accountant.

* * *

Transfer of fish from small ponds, now going dry, to larger lakes has been requested by the Hillsborough County commission of the State Conservation Department. Many fish have died in the smaller pools.

* * *

All county commissions are studying budgets for the new year. Most of them have arranged tentative budgets and dates when the public can be heard.

* * *

Sportsmen of St. Johns County are thanking the county commission and members of the county delegation in legislature for a new law which closed the season on trout from June 15 to August 15. Speckled trout were fast becoming extinct and the new law is calculated to give them a chance. It was first sponsored by Commissioner Harry K. Jackson.

* * *

Dade County commissioners have set up a monthly meeting schedule for the summer. They usually meet once a week.

* * *

Hillsborough County will have a full-time State auditor under a bill passed by the recent legislature.

* * *

In order to direct a limited staff to work in essential lines the Polk County commission has approved a program of health work stressing tuberculosis, venereal disease and sanitation programs. Higher pay is authorized for the depleted staff which will be expected to perform additional duties.

Commissioners of Hillsborough County are authorized to make a one-quarter mill levy as a contribution to the county's economic planning movement.

* * *

Madison County's health unit will be continued following a joint session of county commissioners and the school board. It was agreed that funds to sustain the unit would be taken from revenue received by the county from the newly enacted cigarette tax.

* * *

Columbia County commissioners and the Columbia County school board have for years practiced a program which gives all three county banks a share of the deposits of county funds. The commission designates the Columbia County Bank and the First National Bank as county depositories while the school board uses the State Exchange Bank.

* * *

Commissioner James Rooks, Citrus County, recently declined to accept a warrant for seven months' back pay authorized by a special act of the State legislature.

* * *

Following petition by Jackson County commissioners, negroes have been serving on grand and petit juries of that county. The commissioners were of the opinion that nothing should interfere with the proper punishment of negroes as well as whites guilty of crimes. In some instances negroes being tried were released because of the absence of negroes on juries.

* * *

Asa Townsend has been appointed to succeed Jim Maddox as commissioner in Hendry County. Maddox resigned to become chief deputy sheriff under his brother, Sheriff Bill Maddox.

* * *

St. Lucie commissioners have entered into agreement with the city of Ft. Pierce to pay half of the salary (\$100 a month) of a recreational director.

* * *

Leon commissioners have asked the State Health Department to assist in controlling stray dogs. Tallahassee has placed a quarantine on strays but cannot control the problem in the county. All dogs in the city must be inoculated against rabies.

* * *

Hillsborough commissioners are offering a reward for the arrest and conviction of persons stealing manhole covers in the Interbay area. The covers are now worth \$10 each as junk and the county cannot buy replacements.

* * *

John Chestnut, county commissioner, has been elected vice chairman of the Pinellas County public health committee. He is from the Clearwater district.

* * *

Orange County commissioners recently assisted in a solution of the negro juvenile

problem by providing convict labor for the razing of a fairgrounds building for use of the Parental Board and Army authorities.

* * *

Hillsborough County's annual sale of tax certificates broke all records this year, netting about \$33,000 from investors and \$2,000 from individual buyers. But \$30,000 worth of certificates remain unpaid, according to Tax Collector Schleman.

* * *

Street ends of subdivisions on the Florida keys are for public use and owners of subdivisions cannot prevent people from using them, according to Harry Harris, Monroe County commissioner, making complaint of the closing of some of the ends which are shown on plats. He asked the Monroe commission to cause them to be opened. Some years ago a man was shot when he insisted on landing his boat on one of these street ends. The attacker was later tried and found guilty in criminal court.

* * *

Southern boulevard and Lantana bridges, in Palm Beach County, closed last summer for security reasons, have been reopened to the public at request of the county commission.

STATE PRISONERS DOING GREAT JOB

State prisoners at the Raiford State Prison Farm are due much credit for their performance of the task of processing War Ration Book 3 which are being mailed to more than two million Floridians.

At last reports four competitive teams handling the work were running a close race and great interest was being shown by prison inmates in the outcome of the contest which is being directed by W. N. North, director of education at the prison. More than 100,000 books were out in the mail at the end of the first four days' work, according to Gordon Morecraft, OPA rationing officer.

The processing is made more difficult by the receipt of applications poorly written, unsigned, with addresses omitted and questions unanswered. All of these which cannot be made out will not be honored and the applicants will have to get along as best they can until adjustments are made.

JACKSONVILLE READY FOR WAR EMERGENCY

Jacksonville has taken a step to meet war emergencies in the passage of an ordinance authorizing the mayor to regulate manufacture, distribution and sale of ice, milk, food and food products. The measure was requested by the mayor, John T. Alsop, and Dr. W. W. Rogers, city health officer.

Even in this day of miracles our politicians must learn there's no way to smash a tank with an adjective.

CAPITAL CHATTER

(Continued from page 4)

the custody of one parent for one week out of each month.

Ed Larson, Florida State treasurer and insurance commissioner, has been elected chairman of zone three of the National Association of Insurance Commissioners. The zone takes in nine southeastern States, including Florida.

High school libraries of the State have received printed copies of all soil conservation papers of the Soil Science Society of Florida, according to Colin English, State Superintendent of Public Instruction. The papers will be made available to interested parties in all communities.

The Florida supreme court is catching up with its work. It recently started a new term with but 160 cases on the docket, compared to 183 cases at the beginning of the last term. During the six months' term ending the first of the month the court disposed of 237 cases, writing 148 opinions.

Florida is facing its greatest opportunity, according to Blaine B. Barber, Daytona Beach, executive vice president of the Industrial Savings Bank and a director of the State Chamber of Commerce, speaking before the Tallahassee Exchange Club recently. "We must all plan carefully for sound future growth, for the development of industries suited to Florida's resources, climate and geography, and guard steadfastly against repeating the mistakes of an earlier day," he said.

The oil portrait of President Philip D. Beall now hanging on the Senate wall was painted by Eleanor King Salley of Pensacola, who came into this world about the time Senator Beall was beginning the practice of law in Pensacola. Her paintings have frequently been exhibited in New York where she has been highly honored.

The "distinguished attainment" award of the Florida State College for Women alumnae this year went to Miss Mary L. Martini, U. S. Department of Agriculture botanist, who graduated from the college in 1918. Miss Martini was a member of the food administration in the last war and served with Hoover on the American Relief Association in Europe.

Florida's gasoline tax of seven cents a gallon is a dealer's tax and Federal agencies are required to pay it up until the time the legislature exempted it, according to the supreme court ruling. The State may receive \$800,000 through the decision.

FSCW awarded 279 diplomas at the close of the term late last month, ten students graduated Cum Laude and seven "with distinction." Graduated Cum Laude were Evelyn Ann Doyle of Tallahassee, Georgia Lorraine Leedy of Winter Park, Edith Schenck of Lake City, Mrs. Ruth Sloan Sessoms of St. Augustine, Emma L. Lam-

beth of Lakeland, Helen A. Beals of St. Augustine, Eleanor Yothers of Orlando, Dorothy J. Nodine of Clearwater, Jeanne L. Pillotson of Mulberry, and Nellie Dolby of St. Marks.

Five members of the State Citrus Commission and five members of the Florida Ship Canal Authority have been reappointed by Governor Holland as follows:

The Citrus Commission: Fred W. Davis of Lake Wales, E. H. Williams of Crescent City, and R. M. Clewis of Tampa, shippers, and Thomas B. Swann of Winter Haven and John M. Knight of Vero Beach, growers. Their terms are for two years.

The Ship Canal Authority: Rush H. Todd of Ocala, J. W. Campbell of Palatka, W. F. Coachman of Jacksonville, Charles P. Summral of Eustis and Harry B. Rogers of Cedar Key. Their terms are for two years.

Dr. Doak S. Campbell, president of the Florida State College for Women, has been elected a member of the executive committee of the American Council on Education for a three-year term. He was secretary of the organization from 1934 to 1938.

Teaching contracts have the same sanctity as other contracts, according to the supreme court, in directing the Orange County school board to reemploy a principal at the same amount of salary as stated in her contract.

Although the plan for the purchase of the Gandy bridge and Davis causeway across Tampa bay has been rejected by Federal agencies, officials of the State Road Department are still trying to work out a proposal which will be satisfactory.

Rep. R. Bunn Gautier, Jr., Dade County, received his Navy commission while attending the recent legislative session, and planned to go immediately into service.

REVIEW OF 1943 SESSION

(Continued from page 16)

cluding their right to sue and be sued;

Addition of a sixth congressional district which automatically abolishes office of congressman-at-large;

Made public school fraternities, sororities and other secret societies illegal;

Created committee to investigate State expenditures which found expenditures for special legal aid legal; committee will act for

two more years and report to 1945 legislature;

Set of public health acts, sponsored by governor, Army and Navy and public health officials to control venereal diseases and prostitution;

Abolished State Laundry and Dry Cleaning Board;

Purchased lots across from Capitol for post-war construction of new State buildings;

Revised 1941 full value assessment laws on real and intangible properties;

Authorized proposed constitutional amendments: to cut intangibles tax ceiling from 5 to 2 mills; for direct election of State attorneys, county solicitors and criminal court of record judges, now nominated by parties and appointed by governor; increased term of county commissioners from two to four years; repeal of 1934 amendment authorizing uniform city charters; giving legislature authority to abolish justice of peace districts; consolidating city and county taxing offices in Dade and Orange Counties and consolidating city and county tax offices in Hillsborough County.

Senator Walter Rose, Orlando, was designated by hold-over Senators for president of the 1945 Senate to succeed Senator Philip D. Beall of Pensacola. Rep. Evans Crary, Stuart, announced his candidacy to succeed Richard H. Simpson, Monticello, as speaker of the house.

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88 PERCENT SPEEDOMETERS NOT TRUSTWORTHY

The overwhelming majority of motorists are driving cars on which the speedometers are inaccurate, results of a survey just completed reveal, says the National Motorist. The survey shows that the bulk of the inaccurate speedometers are on the slow side. In other words, the cars are going faster than is indicated by the speedometer.

The investigation indicates that of every 100 speedometers in use on motor cars, 80 percent are slow. They are slow all the way from 3 to 15 miles, depending on the rate of speed being traveled. This means that, on an average, 80 out of 100 motorists are driving considerably faster than the figures shown on their speedometers. Such a condition is definitely serious from the safety standpoint. Also, it lays the driver open to arrest on a speed charge.

Motorists often tell police officers when they are picked up for speeding that, according to their speedometers, they were within the legal limit. The survey proves that in an amazing number of cases this "excuse" is literally true.

Of the remaining 20 of the 100 average speedometers, 8 percent were found to be fast, the car going substantially slower than the speedometer reveals. Only 12 percent of the speedometers in use at a given period were fully accurate, the survey indicates.

During the course of the investigation the speedometers on some very new cars were checked by calibration agencies. Although the cars had been driven but a few miles, the analysis showed that each of the speedometers was slow, in some cases so slow that if the cars had been driven at 70 miles an hour the speedometer would have registered only 50 miles an hour.

Most police departments, in order to insure the accuracy of their speedometers have them checked once every three months. By means of this frequent calibration they rarely vary, it was said, more than one mile either way.

The study and investigation of records of calibration agencies reveals that an average of 88 percent of all speedometers are giving inaccurate readings, and that at least 80 percent are erring on the side which leads to arrest or accident, or both. Therefore, having the speedometer checked and calibrated at least once a year would seem to be a step heartily to be recommended.

OWEN PRAISES LEGISLATURE

Work of the 1943 legislature received great praise from Col. E. P. Owen, Jr., executive secretary of the Florida League of Municipalities, who spent the entire session in Tallahassee.

"Their task was a tremendous one, but the legislators came through the session with one of the most successful programs for Florida ever achieved," said Owen.

YOUR EYES SHOULD SET DRIVING SPEED

Because more than 90 percent of the judgments and actions of automobile drivers

are guided by their eyes, the Better Vision Institute sets down the following ten rules for highway safety:

1. Keep the windshield clean. A dirty windshield will cut down vision 50 percent, or more.

2. Keep your eyes on the road. A car traveling 50 miles an hour goes nearly 60 feet in a second.

3. Wear glasses if necessary. If your eyes were good 20 years ago when you first took a driver's license, don't take it for granted that they are as sharp as ever. You wouldn't run a car for years without a tune-up, or checking up on the brakes.

4. If you have driven a long distance and are tired, don't take a drink of alcoholic liquor to "brace you up" to finish the trip. When you are tired, liquor may quickly make you wobbly eyed and blunt your sight.

5. Don't drive fast at night after leaving a brightly lighted room. It takes the eyes 10 to 15 minutes to become accustomed to night driving.

6. Dim your headlights at night when passing another car and drive slowly after passing, for your car travels a considerable distance while your eyes are recovering from the glare of headlights.

7. If you have eyes that see well only at 30 miles an hour, don't drive at 50 miles an hour. Know your visual capacities.

8. There are more accidents during twilight than other periods of the day. For most eyes seeing conditions are difficult during twilight hours and caution should be exercised.

9. Know your own eyesight limitations. If you have a dominant right eye that does most of your seeing, the left mudguard may easily be sideswiped. If you have poor side vision, which is not uncommon, you may not see a car approaching an intersection before it is upon you.

10. If you are blinded by headlights in night driving, don't wear sunglasses to cut down the glare, for they also reduce your vision and may make you almost as "blind as a bat."

PUBLIC WORKS PLANNING

(Continued from page 18)

work relief had been developed in time of prosperity and that amount had been appropriated at the onset of the depression the depression would have been ameliorated, millions would have been spared impoverishment and many more public works increasing our standard of living would have been provided?

We have learned our lesson in some degree. Also our task is easier. In 1933 we were in the depths of the depression. Now we are in a period approaching full employment. Planning public works is far advanced over its condition then. The Federal Works Agency, the successor of PWA and WPA and heir to their experience, has the techniques. An appropriation to it would find it ready.

Let me recount briefly some of the items of preparation for a comprehensive program of post-war public works, now complete or in process.

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As a result of the old PWA program almost all of the States have enacted revenue bond legislation and bond buyers have learned to accept that form of security. The capacity of State agencies to finance their public works has been greatly enlarged. In cooperation with the Local Public Works Programming office, set up under the sponsorship of this agency and the National Resources Planning Board, eight States have prepared six-year programs and seven additional States have them under way. About 75 cities have completed such programs and some 25 more are close to completion.

The preparation of the Federal construction agencies is now far advanced over what it was in 1933. Since June 1940 they have been required to prepare and keep up-to-date, with schedules of priorities and estimates of cost, six-year programs of public works. The total estimated cost of construction recommended by the president to congress for fiscal year 1943 was over six millions. The major items were National defense construction of a total of 4.6 billions; power development, 188 millions; flood control, 1.6 billions and irrigation, 90 millions. The war emergency changed the situation so that some nondefense projects were deferred.

The Federal Housing Administration, having an enormous stake in urban real estate, has made studies of the alarming and progressive decadence of large areas of our cities, and attributes it to lack of seasonable city planning and of adequate public control of land use. FHA urges that local planning agencies be strengthened and their plans legislated into effect. It also suggests that cities create "urban realty corporations" to acquire continuously tax delinquent, blighted and other appropriate areas to be utilized for parks, streets, housing or for other facilities according to the city plan. The States of New York, Illinois, Michigan and Kentucky recently have provided for redevelopment corporations, to acquire and redevelop blighted areas pursuant to municipal plans. Such projects might be included in a comprehensive program of public works.

The Public Roads Administration has also studied municipal decadence. It is convinced, and has gone far in persuading congress, that an effective remedy would be to carry wide avenues of the Federal-State highway system into and through blighted urban districts and the hearts of our cities, thereby furnishing those districts with light, air and means of access, lack of which has caused their decay. I agree, provided that this construction be in conformity with the local plan for the city.

Congress has enacted legislation of great importance in the preparation of a public works program. The Defense Highway Act of 1941 for the first time enables the Commissioner of Public Roads to advance funds to local authorities to acquire rights-of-way for projects authorized by the act. These include extensions to the strategic network of highways, which may include city streets. He is also given \$10,000,000 to finance the Federal share of the cost of advance engineering plans and surveys. This act contains another new provision which I believe will produce large economies in money and time.

It authorizes the Federal Works Administrator to acquire forthwith by purchase or eminent domain any lands required for projects authorized by the act and to convey such lands to the highway department of the State or to its political subdivision upon its promise to maintain the improvement. This means that we need no longer wait in constructing such projects for the slow processes of eminent domain of the States. The laws of most of them require that ascertainment by a court of the value of land to be taken must precede its occupancy and use by public authority. Under Federal law the land may be used forthwith upon filing a certificate of taking in the Federal court. Its finding of the value follows in due course.

I may say in passing that the plan of cooperation in highway construction established by the Federal Aid Road Act in 1916 has been one of the clearest landmarks of the long progress toward better relations of the Federal government and the States. The splendid results in upbuilding of the Nation's major highway system that have been achieved under this legislation are largely attributable to the remarkably effective cooperation that has at all times distinguished the activities of the Public Roads Administration and the State highway departments.

In no small measure the success of the joint administration has been aided by the opportunities provided by the annual meetings of the American Association of State highway officials for deliberation upon working policies and procedures, and by the continuously intelligent action of its standing committees.

But, members of that association, I am sure, will agree that the establishment and uninterrupted continuance of these unusually effective inter-governmental relations have been due mainly to the patient guidance and wise counsel of the one man who, for twenty-three years, has headed the agency charged with the administration of the Federal government's part in the joint undertakings, Commissioner of Public Roads Administration Thomas H. MacDonald, a great engineer and outstanding administrator of public affairs.

In the adjustments essential to a closer coordination of the public works operations

of the Federal government, there is no purpose to alter in any way the relationship between the State highway departments and the Public Roads Administration or the existing channels of that relationship through the field organization of the Public Roads Administration.

Highways are the oldest and, in my opinion, still the most fundamental and necessary kind of public works. National unity, prosperity in peace and victory in war are largely dependent upon the adequacy of the transportation system. The Roman and Persian empires had long lives because of their excellent highways. Napoleon's victories were due in part to the highways he caused

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to be constructed, and yet his ultimate downfall may have been partly due to the fact that his roads did not reach many of the areas in which he had to fight.

Our highway system, rural and urban, still in great part designed in horse and buggy days has lagged far behind the Nation's needs. Relocation of population and industries, economic changes, the development of facilities for air transport have made much of the system obsolete. Redesign and construction with regard to regional, State and local master plans, is necessary. Highways, of course, are not ends in themselves but means to ends. These ends are set out in such master plans. It is also clear that emphasis on the development of the Federal-State highway system should be transferred from the country to cities, since it is in urban areas that congestion exists.

Relief of urban congestion is dependent upon increased facility in acquiring the necessary land. The powers of the Federal Works Administration under the defense highway act will help greatly. Title II of the NIRA gave the Public Works Administrator power to acquire by purchase or by eminent domain land for any project included in the comprehensive program of public works were provided for. Under the Lanham act the Federal Works Administrator may so acquire land for war public works and may also dispose of it to the appropriate agency of the State. No good reason appears why the same powers should not be given the administrator of a post-war program of public works. He could then acquire the land, construct the improvement and in proper cases convey it to the appropriate agency of the State upon its promise to maintain. If congress confers these powers on the administrator the program will be expedited and its cost substantially reduced. State rights would not be infringed as the arrangement would be with the consent of the State. Few States, in my opinion, would refuse consent. Congress may also confer on the administrator the power to take and dispose of land marginal to the improvement; that is, adjacent land which he finds is so connected with the improvement that public control of the use of this adjacent land is necessary to the public's enjoyment of the improvement or to the accomplishment of the city plan. In many cases the disposition of the adjoining land with proper controls of use will substantially reduce in the long run the cost of the improvement. Such powers may be so utilized as to contribute to the arrest of the blighting of our cities.

The work of the National Resources Planning Board has contributed and will continue to contribute indispensable aid in the preparation of a Nation-wide program of public works. The board has compiled and published reports on the projects of the Federal construction agencies. It has cooperated with the States in setting up regional, State and local planning boards, many of which have developed plans. The board also has worked out and published studies on the techniques of planning. Its connections with local agencies also will be of great value in establishing the Federal-local cooperation necessary for success in this field.

In sum, many studies and plans which must precede the preparation of a comprehensive program are made or in process. A substantial part of the Federal and local legislation necessary has been adopted. But additional legislation by congress, State legislatures and city councils is desirable.

In the Federal Works Agency we are giving much thought to the possibilities of further legislation to facilitate the preparation of a comprehensive program of Federal and non-Federal public works for execution when and as congress may determine. Power to cooperate with local programming agencies, we feel, should be included. We believe there is yet time to develop a program which will promote the conversion of the Nation from war to peace with a minimum of shock, reduce the danger of economic collapse, aid in sustaining full employment and provide useful public works which will raise our standard of living and enhance the welfare of all the people.

ROAD DEPT. MINUTES

(Continued from page 3)

a section of State Road No. 563, in Dade County, located and surveyed and has designated the same as Project 4547 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that

the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

OKALOOSA COUNTY—ROAD 10— PROJECT 4545—RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 10, in Okaloosa County, located and surveyed and

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has designated the same as Project 4545 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey, certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

ORANGE COUNTY—ROAD 22—PROJECT 4538—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 22 in Orange County, located and surveyed and has designated the same as Project 4538 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

FEDERAL AID VOUCHERS—SIGNATURE

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that N. L. Bryan, Jr., Federal Aid Engineer, be and he is hereby authorized to execute and sign on behalf of this Department all vouchers in connection with Federal Aid work and to handle the same for the Department with the United States Public Roads Administration.

ACQUISITION OF HECKSHER DRIVE

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was unanimously adopted:

WHEREAS, the State Road Department has been requested by the Board of County Commissioners of Duval County, Mayor John T. Alsop and the City Council of the

City of Jacksonville, Senator John E. Mathews and Representatives Birt C. Byrd, Mabry A. Carlton, and P. Guy Crews, many Jacksonville Civic organizations and many interested citizens of Duval County, to purchase Hecksher Drive in Duval County, being a toll highway (a hard-surfaced roadway and bridges), extending from a point on State Road 3 approximately 4 miles north of Jacksonville, easterly a distance of 18 miles along or near the northerly bank of the St. Johns River; and

WHEREAS, it is the sentiment of the State Road Department that the purchase of Hecksher Drive will prove beneficial to the citizens of Duval County and the State of Florida by opening up an important industrial, residential and recreational area, free of tolls; and

WHEREAS, the Hecksher Drive will serve as an essential part of the proposed Ocean Boulevard connecting Jacksonville area and Fernandina area; and

WHEREAS, the owners of Hecksher Drive have indicated their willingness to sell said toll road for the sum of \$100,000, and the Department is willing to purchase said toll road subject to certain enumerated conditions as hereinafter set forth,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it is agreeable to purchase the Hecksher Drive for the sum of \$100,000.00 and to make such additional expenditures for construction or reconstruction of this road and bridges thereon that shall be determined to be necessary and that all such expenditures, including such purchase price, shall be payable out of 80 percent surplus funds allocated for state roads in Duval County, provided that:

(1) The owners of Hecksher Drive convey, or have conveyed without cost to the State, the free and unencumbered title to a right of way varying in width from 100

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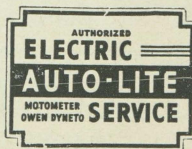
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to 200 feet, and equally divided by, and extending at right angles from the centerline of said Drive as well as all required borrow pits and easements for drainage ditches.

(2) The owners agree to remove, as soon as materials and labor are available, all power and telephone poles to a point within one foot inside the outside boundary lines of said right of way;

(3) In addition to the conveyance of the right of way, the owners of Hecksher Drive will also convey title to the State without additional cost, the acreage they own which is situated east of Haulover Creek and near the eastern terminus of said Drive and adjoining the North Jetty at the entrance of the St. Johns River and Fort George Inlet.

(4) That ways and means be found to establish the said acreage to be acquired as provided in (3) above as a park and recreational area under the supervision of some recognized public park authority, and in conjunction therewith that ways and means also be found to acquire, or secure the dedication of, certain tracts of land owned by Trustees of the Internal Improvement Fund of the State of Florida and the United States of America, which tracts are situated near and contiguous to the tract referred to in (3) above between the St. Johns River and Fort George Inlet, and lying east of Haulover Creek, likewise for park and recreation areas.

(5) That ways and means also be found to acquire Little Talbot Island, now in private ownership, which island has approximately seven miles of ocean frontage and consists of approximately 2,500 acres of land, for additional park and recreational area, the same also to be placed under the supervision of some appropriate public park authority.

It being the purpose of the State Road Department by conditions (3), (4) and (5) above, to further justify the State's acquisition, reconstruction and maintenance of said Hecksher Drive by simultaneously securing the establishment of sufficient recreational and park areas, which will afford the general public, including Florida's residents and its visitors, traveling said Drive, splendid recreational facilities and scenic attractions.

It is the Department's belief that unless provision is made now for the acquisition of the park and recreational areas at the same time the Drive is acquired, later efforts to acquire such areas or similar areas might be impossible because the freeing of the Drive of tolls possibly would result in increasing the market values of the desired areas to the point where the cost of same would be prohibitive.

BE IT FURTHER RESOLVED that the Chairman and Mr. Stockton are authorized to proceed to close the proposed purchase under the terms and conditions outlined above.

BRIDGE OF LIONS—LEASE PURCHASE AGREEMENT

On motion of Mr. Ward, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida:

Section 1. It is hereby ascertained, declared and determined that the State Road Department of Florida, as Lessee-Buyer, shall enter into a lease-purchase agreement with the City of St. Augustine, Florida, as Lessor-Seller, in substantially the following form:

Lease Purchase Agreement—Bridge of Lions

THIS AGREEMENT, Made this... day of June, A. D. 1943, by and between the City of St. Augustine, a municipal corporation under the laws of Florida, hereinafter referred to as the "City," and the State Road Department, hereinafter referred to as the "Department."

WHEREAS, the City of St. Augustine heretofore constructed that certain bridge

on State Road 140, over the Matanzas River, known as the "Bridge of Lions" in the County of St. Johns, State of Florida, together with the approaches and right of way thereto; and

WHEREAS, the City of St. Augustine, in order to finance the construction of said Bridge, issued its general obligation bonds in the principal amount of approximately \$911,000.00, and the indebtedness evidenced by such bonds has been refunded and there is outstanding at present the following:

(1) City of St. Augustine General obligation refunding bonds, issue of 1937 Series "C" in the amount of \$611,000.00 dated July 1, 1937, maturing July 1, 1967, with interest thereon at 4 percent per annum payable semi-annually on July 1st and January 1st each year, and callable on or after January 1st, 1945;

(2) City of St. Augustine General Obligation Refunding Bonds, in the amount of \$258,000.00, issue of 1937, dated July 1, 1937, maturing July 1, 1967, with interest payable semi-annually on July 1st, and January 1st of each year as follows: 3 percent per annum from date of issue to July 1, 1947, 4 percent per annum from July 1, 1947 to July 1, 1957, and 5 percent thereafter until paid, and callable on any interest payment date, and

WHEREAS, the City under its charter is authorized to impose tolls on said bridge, but inasmuch as the bridge serves as a municipal connecting link between important state highways (State Roads 4 and 140), the City and the Department have agreed to enter this lease-purchase agreement in order that the bridge may be operated, free of tolls for the traveling public, with the title to the bridge to vest in the State when the rentals paid thereon have been applied and used to fully liquidate said above outstanding indebtedness; and

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WHEREAS, the Board of County Commissioners of St. Johns County, by its resolution adopted May 15, 1943, as will appear by reference to a certified copy of said resolution made a part hereof as Exhibit A, has signified the agreement and concurrence of St. Johns County to the use by the Department of so much of the 80 percent surplus funds accruing to the Department pursuant to Section 16 of Article IX of the State Constitution for the construction or reconstruction of state roads in St. Johns County, or for the lease and purchase of bridges connecting state highways within said County, which with the rentals herein agreed to be paid by the State Road Department in the amount of \$34,000.00 out of its funds (other than said 80 percent surplus funds) each year of this lease through and including the year 1958, will be sufficient to completely liquidate said bridge bond indebtedness now amounting to \$869,000.00 principal with all future interest thereon; and

WHEREAS, the City of St. Augustine is authorized by law to lease and/or sell the bridge to the Department and the Department is authorized by law to lease and/or buy the bridge; and

WHEREAS, it is deemed by the parties that this lease-purchase agreement is highly advisable and to the best interests of the State;

NOW, THEREFORE, the City, for the consideration hereinafter set forth, does hereby lease unto the Department, its successors and assigns, for the period and term to begin and run from the date hereof and to end at such time as all of the said outstanding refunding bonds in the principal amount of \$869,000.00 of said City referred to and described in the preamble hereof, or any refunding bonds hereafter issued in lieu of any of said outstanding bonds, shall be paid and satisfied, all of the following property, to-wit:

That certain bridge on State Road 140, over the Matanzas River, known as the Bridge of Lions in the County of St. Johns, State of Florida, together with the approaches and right of way thereto, together with the bridge tender's house, and complete detailed plans of bridge and operating machinery.

The Department agrees to and does hereby lease and take over from the City all of the above described property comprising the "Bridge of Lions" and all said property appurtenant thereto and in consideration thereof does hereby covenant and agree to and with the City as follows:

1. The Department will pay as rental for the bridge the sum of \$34,000.00 per year, payable semi-annually in two equal installments on the 1st day of July and the 1st day of January of each year, beginning July 1st, 1943, and each year thereafter up to and including the July 1st, 1958, payment. The Department has already made a rental payment of \$17,000.00 under the prior lease for one semi-annual payment due in the year 1943.) Said rental payments of \$34,000.00 per year shall be made by the Department out of funds of the Department other than 80 percent surplus funds accruing to the Department pursuant to Section 16 of Article IX of the State Constitution.

2. In addition to said payments for each year beginning with July 1st, 1943, payment, and each year thereafter up to and including the July 1st, 1958, payment, the Department will also pay as rentals for such bridge out of 80 percent surplus funds accruing to the Department for the construction or reconstruction of State

roads in St. Johns County, or for the lease and purchase of bridges connecting state highways within said County pursuant to Section 16 of Article IX of the State Constitution, so much of said 80 percent surplus funds as may be equal to and necessary for the full amortization and discharge of said outstanding indebtedness amounting to \$869,000.00 principal with all future interest thereon.

Said rental payments from said 80 percent surplus funds shall be made by the Department from time to time as such funds become available and as the same are required to meet maturities or redemptions of said indebtedness, and in any event shall be paid when available upon demand of the State Board of Administration.

3. The Department will pay said rentals referred to in paragraphs 1 and 2 just above to the State Board of Administration pursuant to the provisions of Chapter 21853, Laws of Florida, Acts of 1943, for the due administration and payment of said indebtedness above referred to.

4. The Department shall, during the life of this lease, make such repairs and do such maintenance work upon said bridge and the earth fill causeway as shall be necessary to keep the same in as good repair as it is now, ordinary wear and tear excepted, and except as herein otherwise provided.

5. The City shall be liable and obligated to furnish and provide at its own cost and keep in effective use such elec-

tric current and such proper lights on said Bridge and approaches, as well as such warning and other lights on the draw

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span, as may be required under the law and regulations of the United States Government and the City shall at its own cost furnish sufficient electric current to operate the lift span of said bridge as may be necessary to comply with the Governmental requirements. All other expense of operation and maintenance of said Bridge shall be borne by the Department.

6. The Department shall operate said bridge free of any and all manner of tolls, and open to the public for traffic as part of the State Road system, at all times during the continuance of this lease.

7. The Department shall have the full use and possession of said property for the terms of this lease and subject to the terms and conditions of this agreement as hereinbefore and hereinafter contained, unless and until default is made by the Department in making payments of the semi-annual rental at the time and in the amounts herein specified. In the event of such default continuing for more than a reasonable time, the City shall have the immediate right, and without notice, to take full and complete possession of the property herein leased, and to resume possession, control and operation thereof, and re-institute tolls and charges for passage on said bridge, and without being liable to the Department in any respect because of so resuming possession and control. In the event of such repossession by the City, this lease shall become null and void, and the Department, its successors or assigns, shall be immediately released from the payment of the semi-annual installments herein provided to be paid from and after such repossession.

8. It is mutually understood and agreed that if and when the Department has fully paid all rentals covered hereunder then the title and ownership to all of said property included herein shall immediately and automatically vest in the State of Florida in fee simple; the City shall thereupon execute and deliver to the Department such deed or deeds and other instruments of conveyance to the State of Florida and will do or cause to be done all such other acts and things as may be necessary or reasonably required, to vest in the State of Florida the title to all of said property in fee simple.

9. This lease shall supersede and cancel all existing leases between the City and the Department covering said bridge.

IN WITNESS WHEREOF, the City of St. Augustine, a municipal corporation of Florida, has caused these presents to be executed in its corporate name and under its corporate seal, and the State Road Department has caused these presents to be executed in its corporate name and under its corporate seal the day and year first above written.

CITY OF ST. AUGUSTINE,
By Mayor.

ATTEST:

.....
City Auditor-Clerk
(SEAL)

STATE ROAD DEPARTMENT
OF FLORIDA
By Chairman.

ATTEST:

.....
Secretary of the State Road
Department of Florida.
(SEAL)

EXHIBIT A (Referred to in above form)

On motion of Commissioner H. H. Bailey, seconded by Commissioner H. K. Jackson, the following Resolution was adopted:

WHEREAS, the City of St. Augustine has requested the State Road Department to provide sufficient rentals for the lease-purchase of the Bridge of Lions which will equal and retire the outstanding bond indebtedness of the City of St. Augustine created for the construction of such bridge, and
WHEREAS, the State Road Depart-

ment, in an effort to comply with the request of the City of St. Augustine, will agree to continue its present lease rental payments of \$34,000 per year to and including the year 1958, and in addition thereto, will agree to enter into a long term lease purchase agreement with the City of St. Augustine for said bridge, such agreement to provide that in addition to said \$34,000 rental payments out of first gas tax funds through the year 1958, the Department will also pay as rentals for said bridge so much as may be necessary to completely liquidate the bond indebtedness created to construct said bridge, out of 80 percent surplus gasoline and other fuel tax funds which hereafter accrue and be remitted to the State Road Department pursuant to Section 16 of Article IX of the State Constitution for the construction or reconstruction of state roads in St. Johns County, or for the lease and purchase of bridges connecting state highways within said County, and

WHEREAS, in view of the large amount of surplus that is anticipated will accrue for the benefit of St. Johns County under the 80 percent surplus

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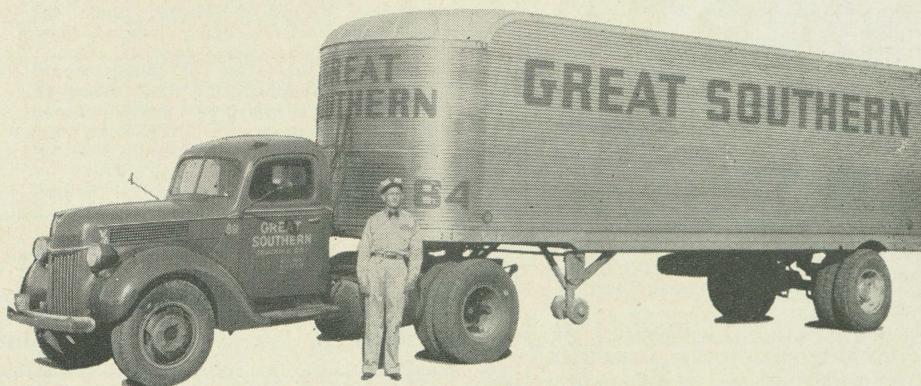
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remittance clause of said Section 16 of Article IX of the State Constitution, it is the sentiment of this Board that it is reasonable and proper and to the best interests of St. Johns County for the State Road Department to supplement such rental payments of \$34,000 per year out of its first gas tax funds with as much as may be necessary out of such 80% surplus funds to completely liquidate said bond indebtedness, inasmuch as such arrangement will be of material benefit to the taxpayers of St. Augustine whose properties are subject to tax levies for the payment of such bridge bond indebtedness, and because it is to the interest of the citizens of the City of St. Augustine and St. Johns County that the Bridge of Lions be continued free of tolls since it is the most important bridge connecting link in the public highway and streets system of the City of St. Augustine, St. Johns County, and the state road system in St. Johns County:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, that it hereby signifies the concurrence and agreement of St. Johns County for the State Road Department to use so much as may be necessary out of such 80 percent surplus funds accruing for state road construction or reconstruction in St. Johns County or the lease or purchase of bridges connecting state roads in St. Johns County, as the same become available, to supplement the \$34,000 per year rental payments of the State Road Department, so as to provide sufficient rentals to completely liquidate the remaining outstanding general bond indebtedness, amounting to \$869,000 principal, with all future interest thereon, created by the City of St. Augustine to construct the Bridge of Lions.

BE IT FURTHER RESOLVED that certified copies of this Resolution be furnished the State Road Department, the State Board of Administration, and the City of St. Augustine.

BE IT FURTHER RESOLVED that this Resolution may be attached to and made by reference a part of the long term purchase agreement between the State Road Department and the City of St. Augustine covering the Bridge of Lions.

Section 2. The Chairman and the Secretary of the State Road Department are hereby authorized to execute said lease-purchase agreement on behalf of the Department, and the Secretary of the said Department is authorized to affix thereto the seal of said Department and to attest same.

PUTNAM COUNTY MEMORIAL BRIDGE —LEASE PURCHASE AGREEMENT

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida:

Section 1. It is hereby ascertained, declared and determined that the State Road Department of Florida, as Lessee-Buyer, shall enter into a lease-purchase agreement with the Board of Bond Trustees of Putnam County, Florida, as Lessor-Seller, in substantially the following form:

Lease-purchase Agreement

THIS AGREEMENT, Made in duplicate this day of June, A. D. 1943, by and between The Board of Bond Trustees of Putnam County, Florida, a Florida corporation under the provisions of Chapter 9585, Special Acts of 1923, and Chapter 13333, Special Acts of 1927, hereinafter referred to as the "Bond Trustees," and The State Road Department of the State of Florida, hereinafter referred to as the "Department."

WHEREAS, it is deemed by the parties that this agreement providing for the

lease-purchase by the State of the Putnam County Memorial Bridge, being an essential connecting link in State Road 3 (U. S. Highway 17) over the St. Johns River at Palatka, Florida, is highly advisable and to the best interests of the State; and

WHEREAS, the Bond Trustees are authorized by law to lease and/or sell the bridge to the Department and the Department is authorized by law to lease and/or buy the bridge;

WITNESSETH, That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto, and other good and valuable considerations as herein-after set forth, and the Bond Trustees do by these presents leave to the Department, its successors and assigns, that certain bridge on and connecting certain State Highways, known as Putnam County Memorial Bridge at Palatka, in the County of Putnam, State of Florida, together with approaches thereto and certain personal property more particularly described as follows, to-wit:

"That certain concrete highway bridge and earth fill causeway spanning the St. Johns River at Palatka, together with all machinery, equipment, appurtenances, lighting devices or instrumentalities, and all personal property and things connected with or used in connection with the operation of said bridge and causeway as a part of the highway system of the state; and including the abutments and approaches, the western abutment and approach being located on the tract of land in the City of Palatka, specifically described in a deed of conveyance from W. A. Merryday and Ella B. Merryday, his wife, to Bond Trustees for Special Road and Bridge District No. 7 of Putnam County, Florida, dated March 5, 1926, and appearing of record in Conveyance Book No. 107, at Page 193, et sequi, of the Public Records of Putnam County, Florida, and the Eastern approach being located upon the portion of the Woodruff Grant, title to such portion of which Grant has been acquired by deed from P. W. Thompson and wife, to The Board of Bond Trustees; see DB 129 at page 207 Public Records of Putnam County, Florida. ALSO lands described in Warranty Deed from Leonora Sharpe

to the Board of Bond Trustees of Putnam County, Florida, recorded in Deed Book 139, page 356. ALSO lands described in deed from Adelaide J. Howell, et al to the Board of Bond Trustees of Putnam County, Florida, see

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Warranty Deed recorded at Book 139, page 357, Public Records of Putnam County, Florida, EXCEPT the following lands described in said Howell deed, to-wit: Beginning at the Southwest corner of Water Lot 4, thence run North along the Easterly line of Water Lot 4 (now first Street) sixty (60) feet, thence East eighty-seven (87) feet, thence South five (5) feet to a concrete monument to the point of beginning of the property to be re-conveyed; thence Easterly parallel with the dividing line between Water Lots 3 and 4 to St. Johns River, thence Northerly along the shore of said river to the Northeast corner of Water Lot 4, thence Westerly along the dividing line between Water Lots 4 and 5 to a point on said dividing line, which is the Southeast corner of the tract deeded by Leonora Sharpe to Grantors herein (see Deed Book No. 139, page 356 of the public records of Putnam County, Florida); Thence Southerly to the point of beginning.

TO HAVE AND TO HOLD THE SAME, Together with all the franchises, riparian rights and other rights, easements, devices and appurtenances thereto belonging or in anywise appertaining, unto the Department, its successors and assigns, for the term and period beginning with the date of this lease through and including July 1, 1953.

The Department agrees to and does hereby lease and take over from the Bond Trustees all of the above described property comprising said bridge and all property appurtenant thereto and in consideration thereof the parties hereto covenant and agree as follows:

1. The Department will pay as rental for said property on the dates and in the amounts, to-wit:

June 1, 1944	\$44,101.80
December 1, 1944	11,275.00
June 1, 1945	63,275.00
December 1, 1945	10,267.50
June 1, 1946	65,267.50
December 1, 1946	9,193.75
June 1, 1947	67,193.75
December 1, 1947	8,053.75
June 1, 1948	69,053.75
December 1, 1948	6,847.50
June 1, 1949	70,847.50
December 1, 1949	5,575.00
June 1, 1950	73,575.00
December 1, 1950	4,225.00
June 1, 1951	75,225.00
December 1, 1951	2,808.75
June 1, 1952	79,808.75
December 1, 1952	1,292.50
June 1, 1953	48,292.50

Said rental payments shall be paid to the State Board of Administration pursuant to the provisions of Chapter 21853, Laws of Florida, Acts of 1943, for the due administration and payment of the bonded indebtedness incurred for the construction of said bridge. It is agreed that simultaneously with the execution of this lease the Bond Trustees will turn over to the State Board of Administration the sum of \$86,376.95, representing toll and rental funds applicable for the payment of such bonded indebtedness. Provided further, the State Road Department, with the consent of the State Board of Administration, may at any time during the term of this lease accelerate any or all of said rental payments.

2. The Department shall, during the life of this lease, make such repairs and

do such maintenance work upon said bridge and the earth fill causeway as shall be necessary to keep the same in as good repair as it is now, ordinary wear and tear excepted, and except as herein otherwise provided.

3. The Department will provide and pay for the power necessary to operate the safety devices, and draw lift motors and for such lights on the draw span as may be required under the laws and regulations of the United States Government. Provided that except as specifically agreed in this paragraph, the Department shall not furnish power or current for said bridge for the purpose of lighting the same or otherwise. It is agreed that the Bond Trustees, their successors and assigns, reserve title to the ornamental lighting fixtures on the bridge, and cables and generators attached to such fixtures, with the right to either remove the same at any time after giving 30 days' notice to, and under the supervision of the Department, or to use such fixtures for lighting the bridge at no expense to the Department.

4. The Department shall operate said bridge free of any and all manner of tolls, and open to the public for traffic as part of the State Road System, at all times during the continuance of this lease.

5. The Department shall have the full use and possession of said property for the terms of this lease and subject to the terms and conditions of this agreement as hereinbefore and hereinafter contained, unless and until default is made by the Department in making payments of the semi-annual rental at the times and in the amounts herein specified. In the event of such default continuing for more than a reasonable time, the Bond Trustees shall have the immediate right, and without notice, to take full and complete possession of the property herein leased, and to resume possession, control and operation thereof, and re-institute tolls and charges for passage on said bridge, and without being liable to the Department

in any respect because of so resuming possession and control. In the event of

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such repossession by the Bond Trustees, this lease shall become null and void, and the Department, its successors or assigns, shall be immediately released from the payment of the semi-annual installments herein provided to be paid from and after such repossession.

6. It is mutually understood and agreed that if and when the Department has fully paid all rentals covered hereunder then the title and ownership to all of said property included herein shall immediately and automatically vest in the State of Florida in fee simple; the Bond Trustees, their successors or assigns shall thereupon execute and deliver to the Department such deed or deeds and other instruments of conveyance to the State of Florida and will do or cause to be done all such other acts and things as may be necessary or reasonably required, to vest in the State of Florida the title to all of said property in fee simple.

7. This lease shall supersede and cancel all existing leases between the Bond Trustees and the Department covering said bridge.

IN WITNESS WHEREOF, The Bond Trustees have caused this instrument to be signed in its corporate name by its Chairman, attested by its Clerk and its corporate seal to be hereunto affixed, for the purpose of ratifying and confirming the terms and conditions of this agreement and the lease of said property, on the ... day of June, A. D. 1943, and the Department has caused this instrument to be signed in its name by its Chairman, attested by its Secretary, and its seal to be hereunto affixed, on this ... day of June, A. D. 1943.

BOARD OF BOND TRUSTEES OF
PUTNAM COUNTY, FLORIDA

By
Chairman.

ATTEST:

.....
Clerk

(SEAL)

STATE ROAD DEPARTMENT OF
THE STATE OF FLORIDA

By
Chairman.

ATTEST:

.....
Secretary.

(SEAL)

Section 2. The Chairman and the Secretary of the State Road Department are hereby authorized to execute said lease-purchase agreement on behalf of the Department, and the Secretary of the Department is authorized to affix thereto the seal of the said Department and to attest same.

CLOSING OF ROAD 45-8 IN NASSAU COUNTY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, on the 7th day of June, A. D. 1943, the State Road Department received from the State Defense Council of Florida a certificate, the exact contents of which are as follows:

STATE OF FLORIDA
COUNTY OF LEON—SS

Under the authority of Chapter 20674, Laws of Florida, Acts of 1941, the State Defense Council of the State of Florida has determined and does hereby certify:

1. That the proposed Fernandina Municipal Airport (CAA Docket No. 904-8-131) located between the City of Fernandina and Amelia City on Amelia Island in Nassau County, State of Florida, when constructed will be used for U. S. Army and Navy Aviation purposes, and the site for said Airport is a defense area which is expedient to the promotion of State and National Defense.

2. That it is expedient to the promotion of State and National Defense and the war effort that designated State Road 45-8, insofar as it extends through said proposed airport, be closed, vacated and abandoned as a highway, and be dedicated there-

after for said defense area purposes; Provided that said closure shall become effective when a suitable by-pass road has been constructed from Road 45-65 to a point of connection with said Road 45-8 south of the location of said airport.

It is directed that this certificate be forthwith transmitted to the State Road Department.

IN WITNESS WHEREOF, the State Defense Council affixes its seal and subscribes its name by its Chairman and its Executive Director hereunto duly authorized, this 4th day of June, 1943.

STATE DEFENSE COUNCIL
OF FLORIDA

By (Signed) Spessard L. Holland
Chairman

(Seal)

(Signed) Geo. L. Burr, Jr.,
Executive Director.

WHEREAS, said certificate is hereby entered upon the records of this meeting of the State Road Department, being the first meeting of the Department since receipt of said certificate;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that that portion of designated State Road 45-8 which extends through the proposed Fernandina Municipal Airport (CAA Docket

No. 904-8-131) be and the same is hereby closed, vacated and abandoned as a highway and is hereby dedicated as a part of the site of said airport; Provided, that said closure, vacation and abandonment of said portion of said designated road shall become effective when a suitable bypass road, acceptable to the State Road Department, has been constructed from State Road 45-65 to a point of connection with said designated State Road 45-8, south of the location of said airport, such construction to be accomplished as outlined in the Department's resolution of April 29, 1943.

BE IT FURTHER RESOLVED that certified copies of this resolution be furnished the City of Fernandina, the CAA authorities who are engaged in the construction of said airport and the Board of County Commissioners of Nassau County, Florida.

NEXT MEETING

Mr. Lindsey extended an invitation to the Board to hold its next meeting in Miami. On motion of Mr. Ward, seconded by Mr. Townsend, it was agreed to meet in Miami on Monday, July 26.

There being no further business at this time the meeting was adjourned.

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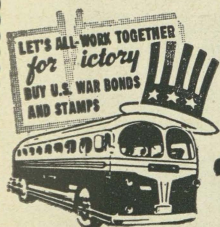
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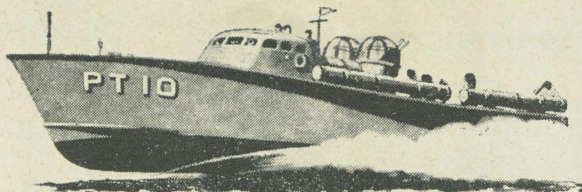
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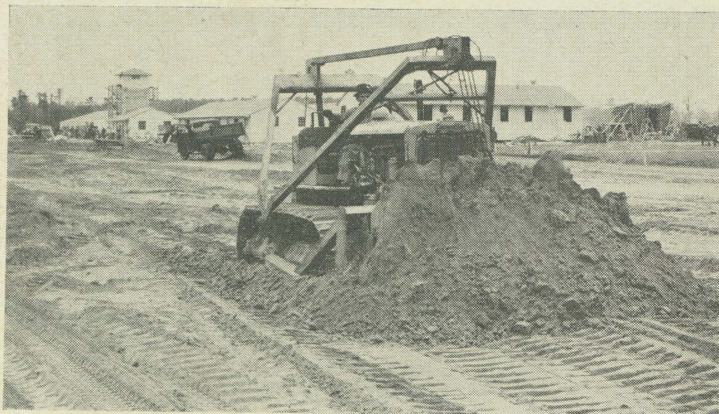
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